

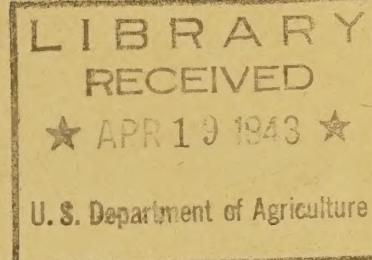
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1939-42

Reserve

U. S. DEPARTMENT OF AGRICULTURE
U.S. RURAL ELECTRIFICATION ADMINISTRATION
ST. LOUIS, MISSOURI



ANNUAL REVIEW OF ACCIDENT TRENDS

The following review of accident trends is taken from our records for the years 1939, 1940, 1941, and 1942.

As REA expands we must expect an increase in the total number of accidents. All other factors being equal the total number is in proportion to the growth of the REA cooperatives both in size and number. For purposes of comparison it is necessary, therefore, to employ a frequency basis to compensate for exposure. Since the amount of man-hours worked is not available, the accident frequency for the public and for borrowers' employees is computed as the number of accidents per 10,000 energized miles; for contractors' employees it is the number of accidents per 10,000 weighted miles constructed. We realize our computations do not permit comparison with other industries or organizations and may not reflect exact exposure, but a general picture of our progress is shown. Cooperation in obtaining man-hours and definite information of accident experience has been requested.

ACCIDENTS TO PUBLIC

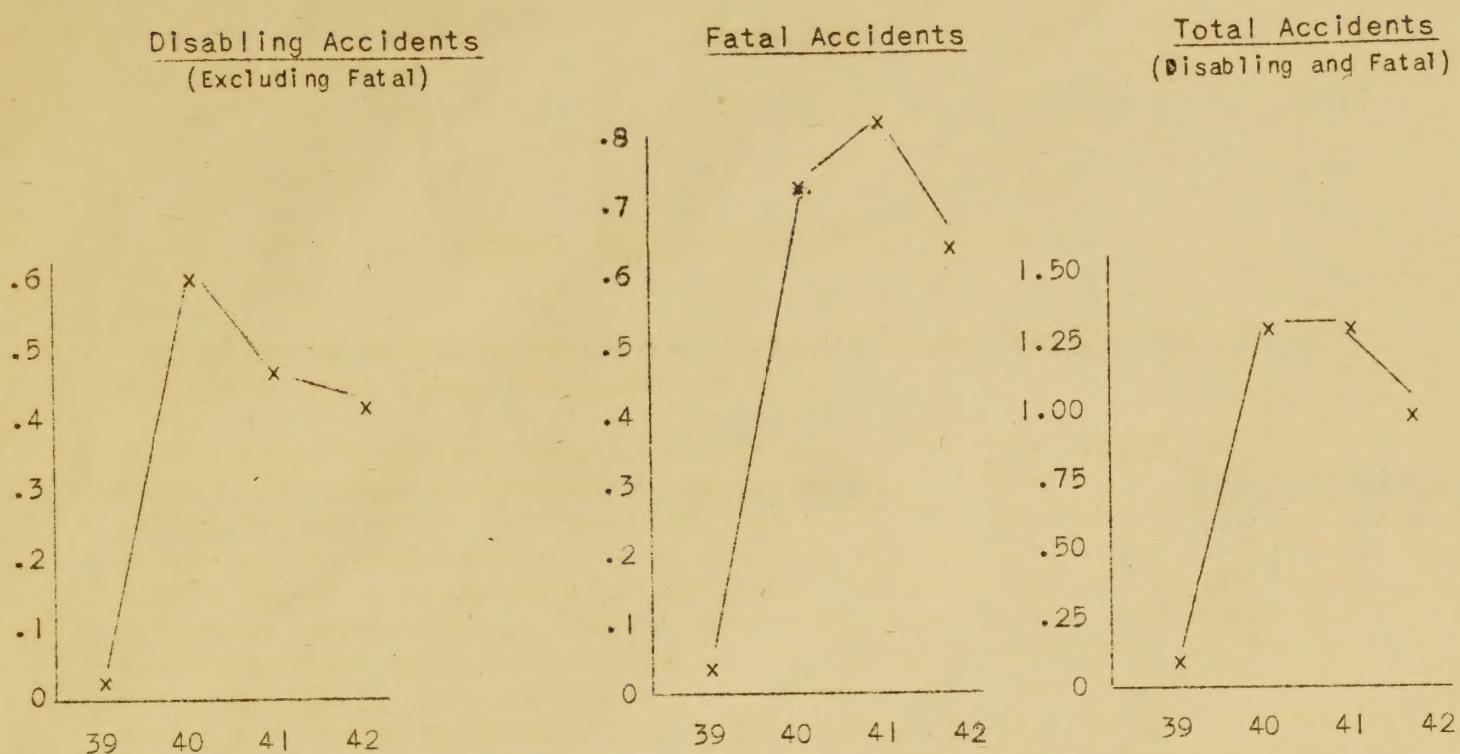
Table I shows the total number of public accidents which were reported to us as happening on or about lines or property owned or served by REA systems during the years 1939, 1940, 1941, and 1942.

Table I

	<u>Disabling Accidents</u> (Excluding Fatal)	<u>Fatal Accidents</u>	<u>Total Accidents</u> (Disabling and Fatal)
1939	0	1	1
1940	16	19	35
1941	16	28	44
1942	16	23	39

Figure I shows a yearly trend using the same values as Table I on a frequency basis of the number of energized miles.

Figure 1. Public Accidents Per 10,000 Energized Miles



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The sharp rise from 1939 to 1940 is attributed to the fact that the Safety Unit began urging borrowers to report all accidents. We believe that prior to 1940 little consideration was given to the reporting of public accidents. Fatality frequency also rose from 1940 to 1941 and may be attributed to the above reasons. The necessity of definite, positive information is apparent.

No liability is established on the part of borrowers in a large percentage of the fatalities which include those to others' employees (such as road or moving contractors), low voltage accidents inside private property, deliberate trespassing (such as attempts to connect services) and others. Property damage accidents are negligible.

Our activity toward reducing public accidents includes publicity in the "REA Lineman", Operations Memoranda, requests that a portion of Newsletters be devoted to safety and recommendations that cooperation of schools and civic organizations be enlisted. We also urge cooperatives to organize and sponsor programs under the National Safety Council with which approximately half our borrowers are affiliated.

CONTRACTORS' ACCIDENTS

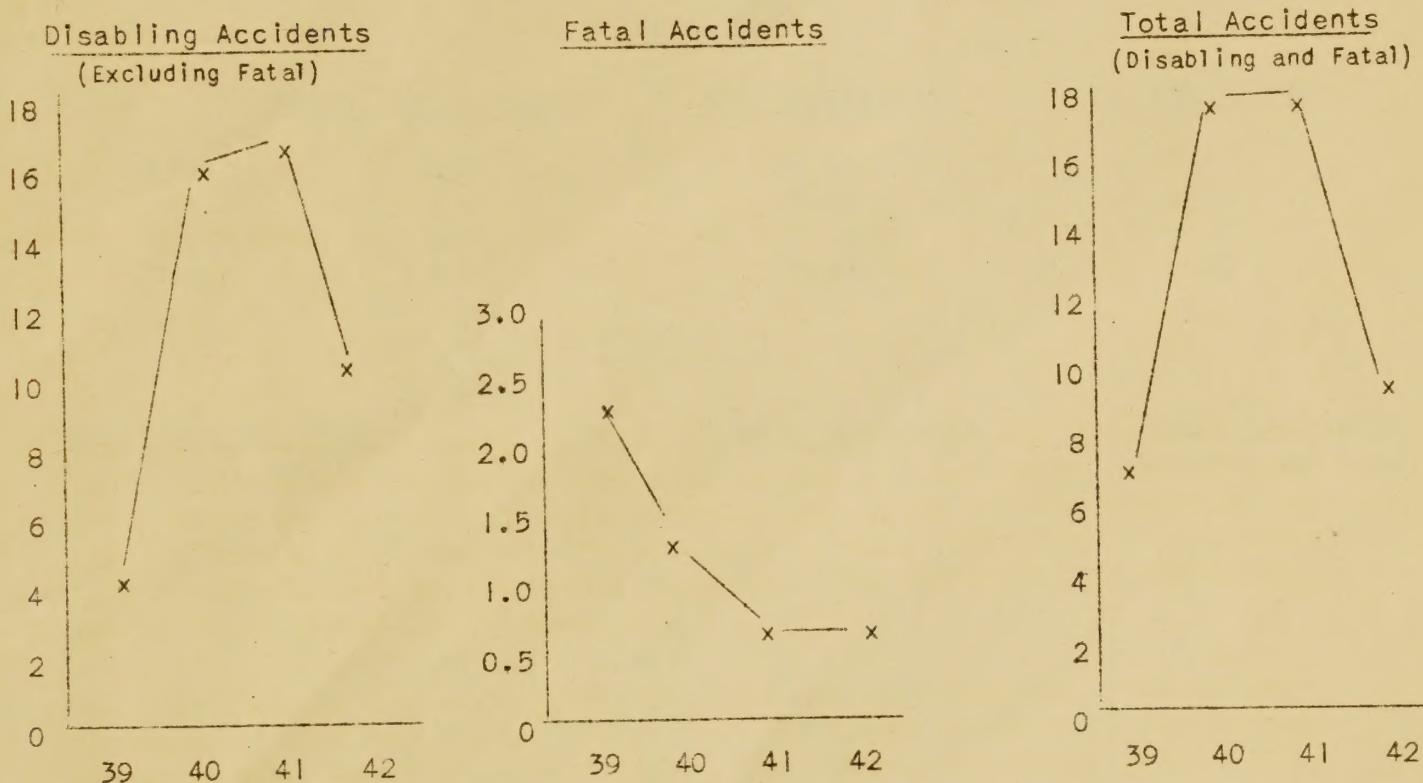
Table II shows the total number of accidents to employees of contractors in construction of REA lines during 1939, 1940, 1941, and 1942.

Table II

	<u>Disabling Accidents</u>	<u>Fatal Accidents</u>	<u>Total</u>
1939	29	19	48
1940	168	15	183
1941	201	10	211
1942	19	2	21

Figure II shows the accident frequency per 10,000 miles constructed.

Figure II



Again we believe that prior to 1940 insufficient attention was given to securing information. Fatalities, being more serious, were probably all learned of as reflected by their frequency drop as against a rise in disability frequency 1939-1940. The same situation is evident again — 1941-1942. Reports of less serious accidents do not reach us.

We attribute the decreased fatality frequency to Operations Memorandum #22.2 (Old Safety Bulletin No. 9) which prohibits work on energized lines.

WORKMEN'S COMPENSATION ACCIDENTS

Table III shows the number of accidents to cooperative system employees as reported in 1939, 1940, 1941, and 1942.

Table III

	<u>Disabling Accidents</u> (Excluding Fatal)	<u>Fatal Accidents</u>	<u>Total Accidents</u> (Disabling and Fatal)
1939	113	15	128
1940	105	14	119
1941	129	23	152
1942	60	6	66

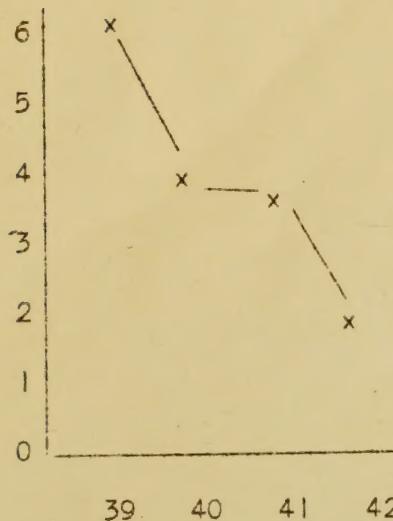
Table IV shows this information on a frequency basis, (number of accidents per 10,000 energized miles),

Table IV

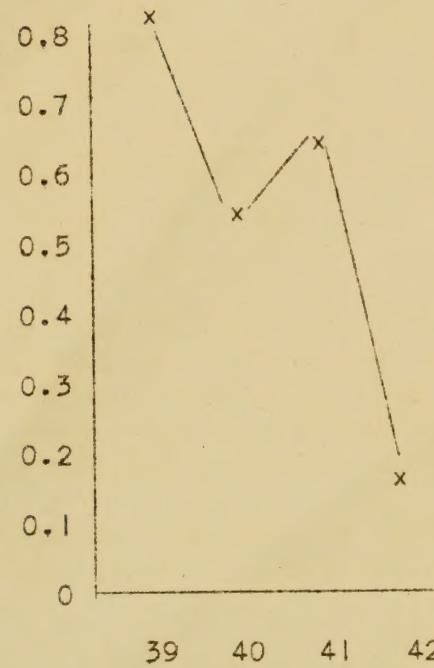
	<u>Disabling Accidents</u>	<u>Fatal Accidents</u>	<u>Total Accidents</u>
1939	6.2	0.83	7.1
1940	3.9	0.52	4.44
1941	3.8	0.67	4.40
1942	1.6	0.16	1.75

Figure III

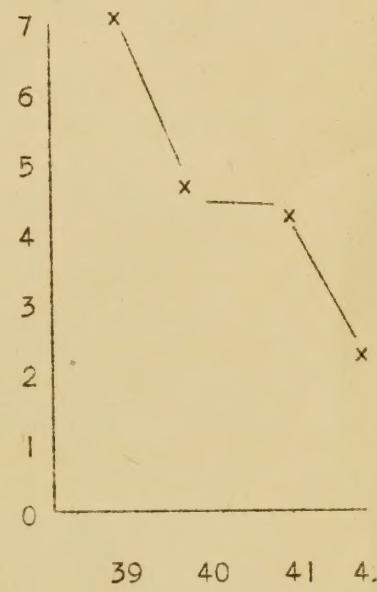
Disabling Accidents
(Excluding Fatal)



Fatal Accidents



Total Accidents
(Disabling and Fatal)



As may be seen from the curves in Figure III all types of accidents show a downward trend for the four-year period. All types show a decided decrease in comparison with 1941.

The fatal and electric shock accident problem was of great concern to the Safety Unit last year and we started an intensive campaign to reduce those types of accidents. The fatal accidents were reduced 74% and the electric shock accidents reduced 54% during the year 1942. That our efforts were effective may be seen by this reduction in the number of electric shock cases.

For the year 1943 we intend to repeat and intensify our campaign to further reduce electric shock accidents and to inaugurate a campaign to report all accidents to REA. We also plan to expand our safety activities in an effort to reduce public accidents.

LABOR RELATIONS and SAFETY SECTION

JANUARY 16, 1943

